

2008 California Strategic Highway Safety Summit



Strategic Highway Safety Summit

May 1, 2008, 8:30 a.m. – 4:00 p.m.
Anaheim Marriott

Meeting Agenda

8:30 a.m. – 9:00 a.m. Registration and Continental Breakfast

I. GENERAL SESSION

9:00 a.m. – 9:10 a.m.

Welcome and Introduction:

SHSP Co-Leader Steve Lerwill, Assistant Chief, *California Highway Patrol*

9:10 a.m. – 9:30 a.m.

Overview of the Strategic Highway Safety Plan (SHSP):

SHSP Co-Leader Jesse Bhullar, State Highway Safety Engineer, *California Department of Transportation*

II. PRESS CONFERENCE

9:30 a.m. – 10:30 a.m.

UNVEILING THE IMPLEMENTATION OF THE SHSP

1. Keynote Speaker: Vice Admiral Thomas J. Barrett, Deputy Secretary, *United States Department of Transportation*
2. Mike Brown, Deputy Secretary, *State of California Business, Transportation and Housing Agency*
3. Will Kempton, Director, *California Department of Transportation*
4. Joe Farrow, Commissioner, *California Highway Patrol*
5. George Valverde, Director, *California Department of Motor Vehicles*
6. Mark Horton, M.D., M.S.P.H., Director, *California Department of Public Health*
7. Dan Smiley, Interim Director, *California Emergency Medical Services Authority*
8. Chris Murphy, Director, *Office of Traffic Safety*

III. LOCAL FOCUS

10:30 a.m. – 11:30 a.m.

THE FACES OF TRAFFIC SAFETY

1. Federico Vaca, M.D., M.P.H., Executive Director, *University of California, Irvine School of Medicine Center for Trauma and Injury Prevention Research*
2. Peter Rei, Director, *Tuolumne County Public Works*
3. John Lower, Traffic and Transportation Manager, *City of Anaheim*
4. Rich Armstrong, Traffic Safety Advocate

LUNCH

11:30 a.m. – 12:30 p.m.

Overview of Workshop Sessions:

SHSP Co-Leader Pat Minturn, Director, *Shasta County Public Works*

IV. WORKSHOP SESSIONS

12:30 p.m. – 1:15 p.m.

SESSION 1: Presentation of Challenge Area Actions

Group A: Roadway Design and Safety
Group B: Public Awareness and Education
Group C: High-Risk Behavior

1:15 p.m. – 3:30 p.m.

SESSION 2: Implementation Planning

Group A: Roadway Design and Safety
Group B: Public Awareness and Education
Group C: High-Risk Behavior

NOTE: Refreshment break served midway through the Implementation Planning session

V. CLOSING

3:40 p.m. – 4:00 p.m.

THE FUTURE OF SHSP IN REAUTHORIZATION

Jeffrey Lindley, Associate Administrator for Safety, *Federal Highway Administration Headquarters*

Workshop Sessions

Group A: Roadway Design and Safety

This group will focus on implementing actions that will improve the safety and use of our roadways. Participants can share best practices and help develop new ideas for putting the SHSP actions in place locally, regionally and statewide.

Specific safety issues for this workshop include:

- Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- Improve Driver Decisions about Rights of Way and Turning
- Improve Intersection and Interchange Safety for Roadway Users
- Make Walking and Street Crossing Safer
- Improve Bicycling Safety

Group B: Public Awareness and Education

This group will focus on actions designed to raise awareness that traffic crashes are a threat to public health and safety. Stakeholders will use this workshop to identify ways to maximize the public outreach and education actions of the SHSP on a local and statewide level.

Issues that will be focused on in this workshop include:

- Ensure Drivers are Properly Licensed
- Increase Use of Safety Belts and Child Safety Seats
- Improve Safety for Older Roadway Users
- Improve Commercial Vehicle Safety
- Improve Motorcycle Safety

Group C: High-Risk Behavior

Specific high risk behavior by drivers is the focus of this workshop. Persons in this group are encouraged to participate and develop ways to implement actions that improve safe driving practices for drivers.

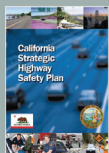
The focus of this workshop includes:

- Reduce Impaired Driving Related Fatalities
- Reduce Young Driver Crashes
- Reduce Speeding and Aggressive Driving
- Enhance Work Zone Safety
- Improve Post Crash Survivability

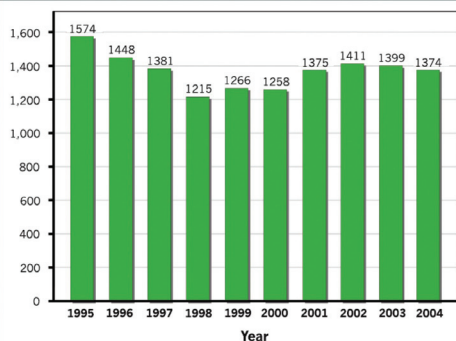
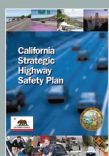
Challenge 2

Reduce the Occurrence and Consequence of Leaving the Roadway and Head-On Collisions

Goal: By 2010, reduce the number of fatalities attributed to leaving the roadway by 15 percent from their 2004 level.



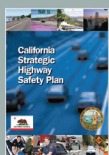
Fatalities



Priority 1

Action: Implement a program to reduce run-off-road collisions on local roadways

Why? Specific countermeasures can be recommended and implemented in order to reduce the number of fatalities and severe injuries.



Priority 2

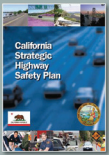


Action: Develop a 'collision severity reduction' program for local roadways

Why? Engineers from their respective local agency will be able to identify specific countermeasures to be taken either for spot or corridor locations.



Priority 3

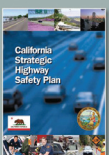


Action: Enhance existing collision concentration identification programs (quarterly TASAS Table C and Table C Wet) on the state highway system

Better identification of ramps, intersections and highways segments that have a significantly high concentration of collisions.



Contact Information



Mike Crump

Butte County

E-mail: mcrump@buttecounty.net

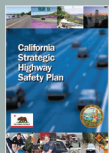
Robert Peterson

Caltrans District 3

E-mail: robert_peterson@dot.ca.gov

Challenge Area 5:

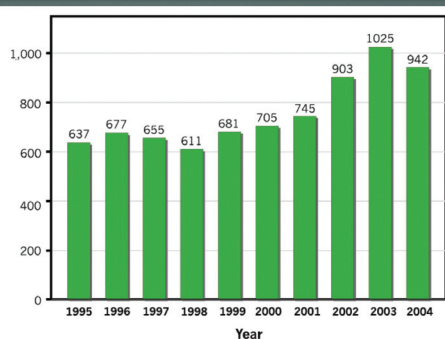
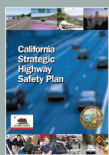
Challenge 5



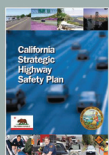
Improve Driver Decisions about Rights of Way and Turning

Goal: By 2010, reduce the number of fatalities attributed to improper rights of way and turning decisions by 10 percent of their 2004 level.

Fatalities



Priority 1



Action: Develop and encourage implementation of a systematic approach to the identification and mitigation of existing and potential "High Crash Concentration Locations" involving improper driver decisions about rights-of-way and turning.

Why? This is a low cost improvement program where the return on investment has demonstrated to be over 10 to 1 ratio in many instances.



Priority 2



Action: Develop and encourage implementation of a systematic approach for the review of Traffic Control Devices to identify devices in need of replacement, relocation or upgrade prior to the routine maintenance cycle.

Why? Provides for a safer roadway environment by ensuring that the system is always fine-tuned for the optimum safety level of service.



Priority 3

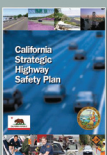


Action: Review driver education materials and procedures to include turning rules to support proper turning decisions.

Why? By reviewing the appropriate education materials, updates could be made to ensure there is a focused section on educating drivers on turning rules to support proper turning decisions.



Contact Information



Pat Minturn

Shasta County Public Works
E-mail: pminturn@co.shasta.ca.us

Jerry Champa

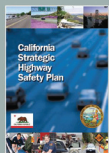
Caltrans
E-mail: jerry_champa@dot.ca.gov

Challenge Area 7:

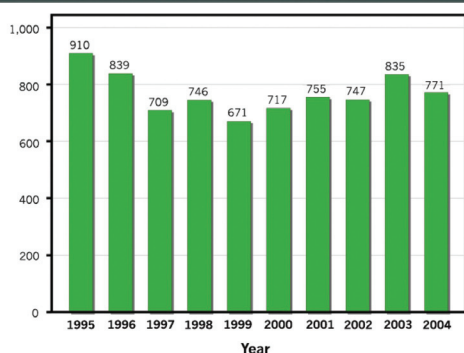
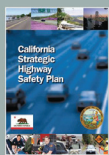
Challenge 7

Improve Intersection and Interchange Safety for Roadway Users

Goal: By 2010, reduce the number of intersection crash fatalities by 15 percent from their 2004 level.



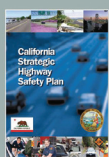
Fatalities



Priority 1

Action: Review existing or potential high crash intersections and implement appropriate safety countermeasures.

Why? Larger and brighter signals will improve visibility for drivers and pedestrians and overall safety.



Priority 2



Action: Review existing or potential high crash interchanges and implement appropriate safety countermeasures.

Why? Enhancing driver information awareness will reduce impromptu driving mistakes such as swerving, and will reduce the risk of red light violators, collisions, and injuries.



Priority 3



Action: Establish a program, or utilize an existing program, for proactive review and safety improvements at rural high crash concentration locations.

Why? Identifying high collision locations will help local agencies better address problem locations proactively with their limited resources.



Contact Information



Lee Ann Dickson

Federal Railroad Administration
E-mail: leeann.dickson@fra.dot.gov

Lawrence Tai

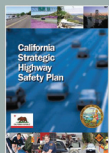
Riverside County
E-mail: ltai@rctlma.org

Challenge Area 8:

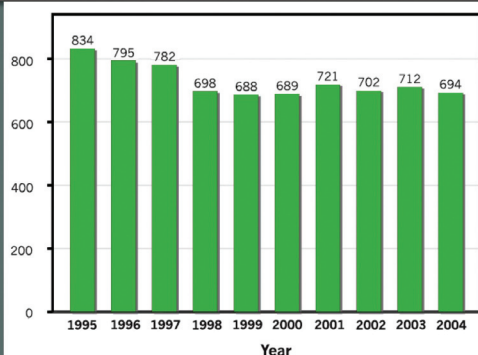
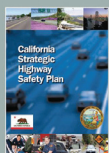
Challenge 8

Make Walking and Street Crossing Safer

Goal: By 2010, reduce the number of pedestrian fatalities attributed to vehicle collisions by 25 percent from their 2000 level.



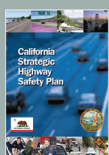
Fatalities



Priority 1

Action: Expand Safe Routes to Schools (SRTS) program to implement a comprehensive, age-appropriate approach to school traffic safety.

Why? The program educates students, caregivers and the driving public about the special needs of child pedestrians and how to create safe conditions for them.



Priority 2



Action: Develop Pedestrian Safety Improvement Programs to identify and mitigate high crash concentration locations involving pedestrians.

Why? Will reduce pedestrian crossing crashes resulting from attempting to cross to a segment with better walking facilities.



Priority 3

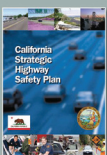


Action: Form a task force to assist in development of pedestrian safety action plans (PSAPs), to facilitate training delivery, and to establish pedestrian safety improvement programs in California's urban and rural communities.

Why? Supporting the development of PSAPs will ensure that those communities have reviewed their community's pedestrian safety issues and prioritized a set of actions to address those conditions.



Contact Information



Anne Geraghty

Walk Sacramento

E-mail: ageraghty@walksacramento.org

Richard Haggstrom

Caltrans

E-mail: richard_haggstrom@dot.ca.gov

Challenge Area 13:

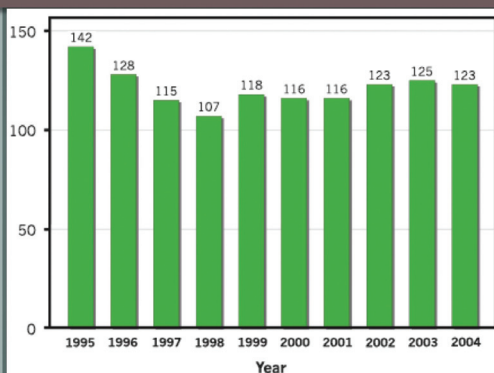
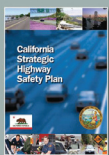
Challenge 13



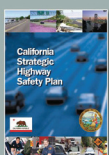
Improve Bicycling Safety

Goal: By 2010, reduce the number of bicycle roadway fatalities by 25 percent from their 2000 level.

Fatalities



Priority 1



Action: Establish a bicycle safety improvement program – with project selection criteria – for state highways and local roads; Establish more bicycle/pedestrian corridors (creating partnerships) in high collision incident areas.

Why? Program guidelines could identify eligible problem areas such as bike path/street intersections, or signalized intersections that don't detect bikes.



Priority 2

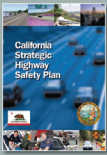


Action: Increase bicycle helmet usage through education and promotion.

Why? Successful implementation will increase helmet usage and reduce fatalities or the seriousness of injuries.



Priority 3

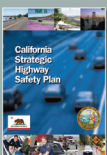


Action: Enhance bicycling information in Department of Motor Vehicles materials and procedures.

Why? Incorporating bicycling information into DMV materials and procedures is an effective way to educate roadway users.



Contact Information



Jim Baross

California Bicycle Commission
E-mail: JimBaross@cox.net

Ken McGuire

Caltrans
E-mail: ken_mcguire@dot.ca.gov

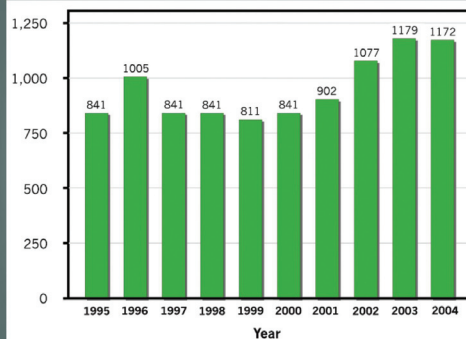
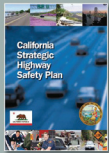
Challenge 3

Ensure Drivers Are Properly Licensed

Goal: *By 2010, reduce the number of fatalities attributed to drivers who are not properly licensed by 15 percent from their 2004 level.*



Fatalities



Priority 1

Action: Improve driver competency assessment tools to improve the renewal driver licensing process.

Why? These changes would raise the safe driving ability of new drivers.



Priority 2



Action: As new initial licensing and renewal licensing laws are implemented and established, improve educational components to inform the public about the new laws.

Why? A reduction in fatalities, serious injuries, and injuries (less than 10%) is anticipated due to the advanced notification to the public about traffic law changes that affect highway users.



Priority 3

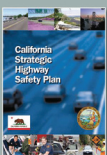


Action: Encourage and increase vehicle impoundment for drivers whose licenses are suspended or revoked, or who are unlicensed.

Why? Storing or impounding vehicles could result in lowering the traffic collision rate of persons who do not possess a valid driver license.



Contact Information



Rhonda Craft

DMV

E-mail: rcraft@dmv.ca.gov

Karen Coyle

OTS

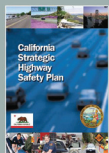
E-mail: kcoyle@ots.ca.gov

Challenge Area 4:

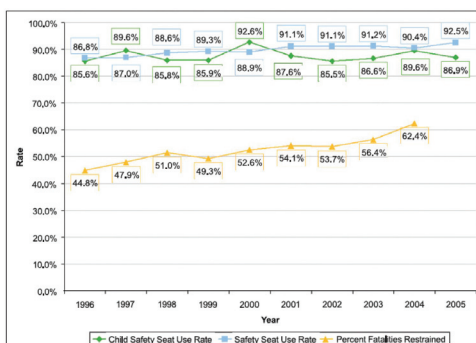
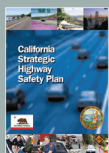
Challenge 4

Increase Use of Safety Belts and Child Safety Seats

Goal: By 2010, increase statewide safety belt usage from the 2005 level of 92.5 percent to 95 percent, improve the use of child safety seats from 2005 level of 86.9 percent to 90.0 percent, and increase the percent of all vehicle occupant fatalities that are restrained to 70 percent – this is an indicator of higher total 'observational' vehicle occupant restraint use, because a higher percentage of vehicle occupant fatalities that are restrained means that a higher percentage of total vehicle occupants are restrained.



Child Safety Seat and Seat Belt Use Rates for California



Priority 1

Action: Implement occupant protection programs targeted at ages 15-24.

Why? The program will work to change youth behavior and increase proper restraint usage.



Priority 2



Action: Encourage increased enforcement and education campaigns for occupant protection programs.

Why? Building on existing outreach will reduce start-up cost and time and increase the effectiveness of the enforcement and educational campaigns.



Priority 3

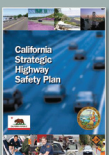


Action: Implement education campaigns for child passenger safety usage.

Why? Properly securing children and establishing good occupant restraint behaviors at a young age can help to promote proper and continued seat belt usage into adulthood.



Contact Information



Kate Bernacki

Department of Public Health
E-mail: Kate.Bernacki@cdph.ca.gov

Jim DeCarli

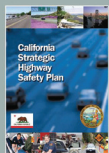
Los Angeles County Department of Public Health
E-mail: jdecarli@ph.lacounty.gov

Challenge Area 9:

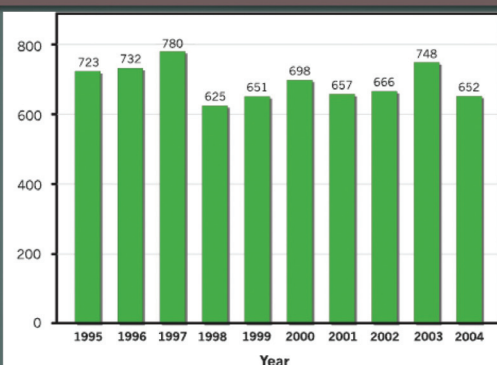
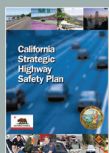
Challenge 9

Improve Safety for Older Roadway Users

Goal: By 2010, reduce the number of fatalities involving drivers age 65 and older by 10 percent from their 2004 level.



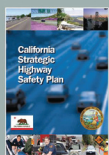
Fatalities



Priority 1

Action: Implement and widely disseminate older driver safety/mobility programs of partner organizations on a larger scale throughout the state.

Why? If older drivers are better educated about ways to drive more safely, the education could result in older driver behavior changes that increase their safety on the road.



Priority 2

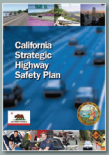


Action: Improve left turn options and intersections to meet the needs of elder drivers.

Why? Research shows that older drivers have more left-turn accidents at signalized intersections because they misjudge whether there is adequate time to proceed.



Priority 3



Action: Provide statewide training, tools, and outreach to physicians and other health care providers on driving and dementia.

Why? Better identification of older adults with cognitive declines that result in functional driving impairments will reduce the number of high-risk older drivers on the road.



Contact Information



Charley Fenner

DMV

E-mail: cfenner@dmv.ca.gov

Ryan Stonebraker

CHP

E-mail: rstonebraker@chp.ca.gov

Challenge Area 11:

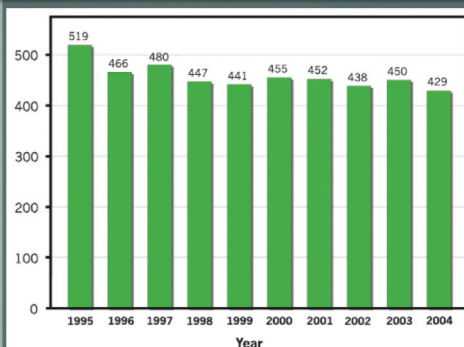
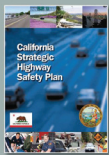
Challenge 11



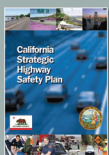
Improve Commercial Vehicle Safety

Goal: By 2010, reduce the number of commercial vehicle crash fatalities by 10 percent from their 2004 level.

Fatalities



Priority 1



Action: Establish minimum training standards for new commercial vehicle drivers.

Why? Because of the standardization of the curriculum and an expectedly more difficult driving test that must be passed, new drivers on the road will have better training and will have passed a driving test that will require them to demonstrate a higher skill level when driving a commercial vehicle.



Priority 2



Action: Increase number of strike force operations.

Why? Commercial vehicle strike force operations have proven to be beneficial in further increasing the safety oversight of motor carriers and commercial vehicle drivers. This will decrease the rate of collisions involving the commercial industry.



Priority 3



Action: Conduct joint studies at high crash collision locations involving commercial vehicles, identify appropriate infrastructure improvements, and make adjustments as needed.

Why? Correcting problems such as obstructed views, narrow lanes, uneven pavement, and low vertical clearance under bridges will decrease crashes in these locations.



Contact Information



Ray Baghshomali

Caltrans District 7

E-mail: ray_baghshomali@dot.ca.gov

Janice Mulanix

CHP

E-mail: jmulanix@chp.ca.gov

Challenge Area 12:

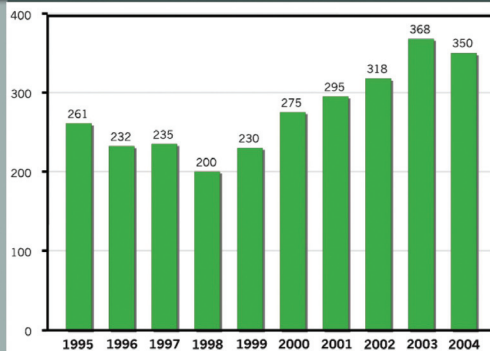
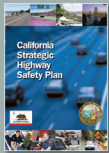
Challenge 12



Improve Motorcycle Safety

Goal: By 2010, decrease the number of motorcycle rider fatalities by 10 percent from their 2004 level.

Fatalities



Priority 1



Action: Develop a monitoring program to identify Motorcycle High Collision Concentration Locations (HCCLs) and implement engineering, enforcement, and education improvements as appropriate.

Why? Once the locations have been identified, it can be determined if there are engineering solutions and if it is cost effective to increase enforcement.



Priority 2

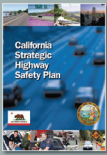


Action: Hold a motorcycle safety summit to review the SHSP actions and create an action agenda for statewide motorcycle safety initiatives.

Why? When stakeholders are involved in the planning stages of initiatives, the increased buy-in will likely result in more support and involvement from stakeholders.



Priority 3

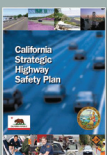


Action: Assess both the Department of Motor Vehicle's (DMV's) current vehicle handbook and standard traffic school curriculum for information on sharing the road with motorcycles and make additions/revisions as necessary.

Why? Linking motorcycle riding with specific vehicle code citations for speeding, DUI, and lane usage, should increase rider awareness and improve rider responsibility.



Contact Information



Sgt. Janice Campbell

California Highway Patrol

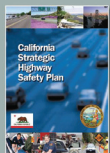
E-mail: JaCampbell@chp.ca.gov

Earl Jackson, Mgr. III

Department of Motor Vehicles

E-mail: EJackson@dmv.ca.gov

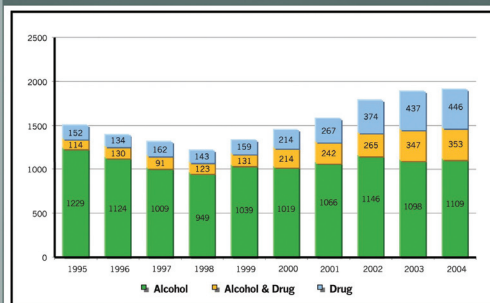
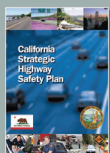
Challenge 1



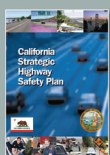
Reduce Impaired Driving Related Fatalities

Goal: By 2010, reduce the number of roadway user fatalities involving alcohol and drug use by 15 percent from their 2004 level.

Fatalities



Priority 1



Action: Increase frequency, consistency, and publicity of sobriety checkpoint operations by law enforcement agencies in regions with the highest fatality rates.

Why? Scientific evidence on the effectiveness of sobriety checkpoints shows that on average they are associated with 23% reductions in subsequent fatal crashes.



Priority 2

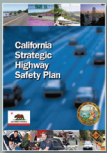


Action: Encourage and increase statewide crime laboratory support and distribution of portable evidential breath testing (PEBT) devices to allow for increased use by law enforcement.

Why? Law enforcement officers will be able to conduct roadside breath testing as close as possible to the time of driving. This provides the best evidence in driving under the influence (DUI) prosecution and effectively eliminates the rising blood alcohol concentration defense arguments in court and DMV hearings.



Priority 3



Action: Implement and maintain the Traffic Safety Resource Prosecutor program including specialized DUI prosecution training statewide and DUI prosecutor mentoring.

Why? A reduction in DUI-related injuries and fatalities of up to 10% is expected due to offenders being discouraged by consequences from committing future offenses.



Contact Information



Patrice Rogers

Department of Motor Vehicles
E-mail: progers@dmv.ca.gov

Kevin Davis

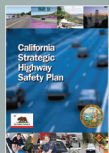
California Highway Patrol
E-mail: kmdavis@chp.ca.gov

Challenge Area 6:

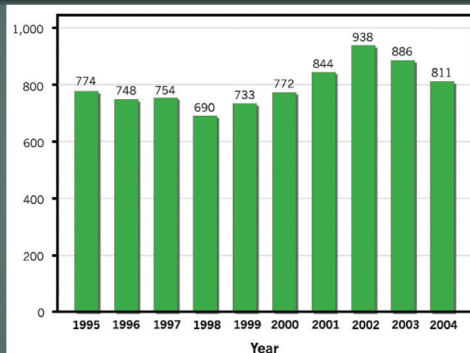
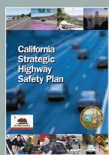
Challenge 6

Reduce Young Driver Fatalities

Goal: By 2010, reduce the number of fatalities involving drivers age 15 to 20 by 15 percent from their 2004 level.



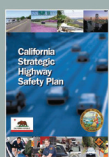
Fatalities



Priority 1

Action: Reimplement the Driver Performance Evaluation drive test as originally developed, to include freeway driving.

Why? Assessing freeway driving skills will improve the licensing screening process by increasing the content validity of the driving test.



Priority 2

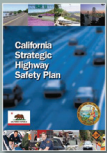


Action: Establish a task force to resolve issues and make recommendations related to improving driver education and training.

Why? Currently there is no required minimum standard for driver education and training courses for young drivers, making it impossible to evaluate the effectiveness of education and training.



Priority 3



Action: Increase the use of law enforcement for graduated driver licensing outreach programs and proactive enforcement.

Why? This will reinforce the necessity for young drivers to comply with graduated driver licensing provisions and provide a proactive enforcement program to ensure compliance.



Contact Information



Kathy Kelly

DMV

E-mail: kkelly@dmv.ca.gov

Kathy Sandberg

Department of Alcohol and
Beverage Control

E-mail: kathryn.sandberg@abc.ca.gov

Challenge Area 10:

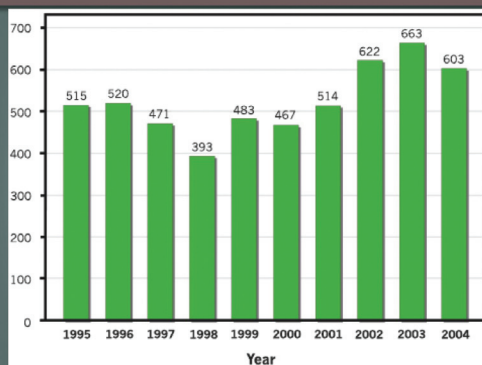
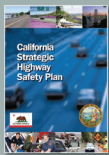
Challenge 10



Reduce Speeding and Aggressive Driving

Goal: By 2010, reduce the number of fatalities attributed to speeding and other forms of aggressive driving by 15 percent from their 2004 level.

Fatalities



Priority 1



Action: Develop statewide definition for aggressive driving.

Why? A strong definition of aggressive driving will be the platform for developing laws in California, allowing enforcement agencies to begin making a positive impact on the identified behaviors.



Priority 2

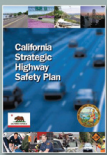


Action: Conduct Public Information and Education (PI&E) Media Outreach Campaign

Why? This behavior is learned, so Public Information and Education Programs will stop the transmission of the aggressive driving habit from one generation to the next.



Priority 3

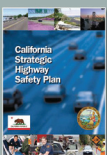


Action: Develop and encourage implementation of a systematic approach to identify and mitigate high crash concentration locations involving speeding and aggressive driving.

Why? Positive physical changes generally result in direct effects on motorist behavior causing motorists to slow down, increase attentiveness and improve overall attitudes while driving a car.



Contact Information



Art Carrera

Alameda County
E-mail: artc@acpwa.org

Jason Nutt

City of Santa Rosa
E-mail: jnutt@srcity.org

Challenge Area 14:

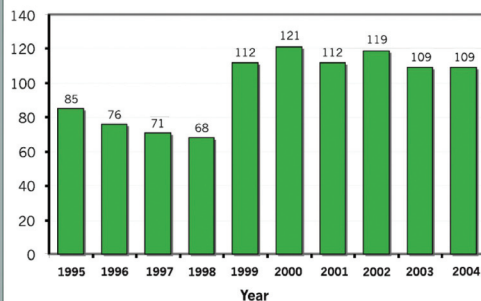
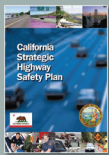
Challenge 14

Enhance Work Zone Safety

Goal: By 2010, reduce work zone fatalities by 10 percent from their 2004 level.



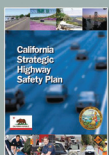
Fatalities



Priority 1

Action: Expand present efforts to create and implement a joint training program for field personnel and law enforcement officers to better understand each others' responsibilities and coordinate activities in the work zone.

Why? Better coordination between officers and construction personnel will result in increased safety and efficiency.



Priority 2



Action: Improve collection, storage, and evaluation of work zone crash data.

Why? Low cost / high benefit. Potential of identifying key work zone safety issues. Covers all 4 E's.



Priority 3

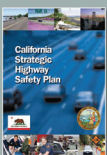


Action: Encourage present efforts to increase use of dynamic merge systems to reduce rear-end collisions and aggressive driving.

Why? 26% of California's work zone fatalities occur as a result of rear-end collisions. If drivers had ½ second more warning, 60% of all rear-end crashes could be avoided.



Contact Information



Ken Kochevar

Federal Highway Administration
E-mail: ken.kochevar@fhwa.dot.gov

Joe Jeffrey

Road-Tech Safety Services
E-mail: joe@road-tech.com

Challenge Area 15:

Challenge 15

Improve Post Crash Survivability



Goal: By 2010, reduce crash-related fatalities in California at least 5 percent from their 2004 level through focused improvements in Emergency Medical Services (EMS) system communications, response and safety education.

Priority 1

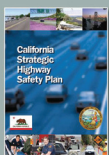


Action: Implement CEMSIS (California Emergency Medical Services Information System) with appropriate linkage with other data systems, which include but are not limited to SWIRTS, OSHPD, and Vital Statistics.

Why? Implementation of CEMSIS with linkage to appropriate data systems will allow for system evaluation and improved delivery of quality trauma care in California.



Priority 2



Action: Increase hospital participation in an inclusive State Trauma System, supporting the *California Statewide Trauma Planning: Assessment and Future Direction Document*.

Why? Will increase the total number of geographically available trauma centers and tele-medicine support by Level 1 trauma centers.



Priority 3

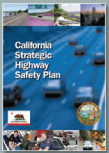
Action: Increase communication linkage between all emergency response agencies.



Why? When communication is enhanced, the trauma patient is provided with appropriate resources in a timely manner, increasing the likelihood of survivability.



Contact Information



Bonnie Sinz

Emergency Medical Services Administration
E-mail: Bonnie.Sinz@emsa.ca.gov

Roxanne Woods

U.C. Davis Medical Center
E-mail: roxanne.woods@ucdmc.ucdavis.edu

Speaker Biographies

VADM Thomas Barrett, USCG (Ret.)

Deputy Secretary

United States Department of Transportation

Vice Admiral Thomas J. Barrett, USCG (Ret.) was confirmed as the Deputy Secretary of Transportation on August 8, 2007. Earlier, he became the Acting Deputy Secretary of Transportation on March 3, 2007.

In his role as Deputy Secretary, Barrett is helping the President and Secretary Mary E. Peters ensure that the United States and its citizens have a safe, efficient, and reliable transportation system that meets vital national interests and enhances the quality of life for Americans today and into the future.

Deputy Secretary Barrett serves as the Department's chief operating officer, responsible for the day-to-day management of DOT's \$61.1 billion budget, 10 modal administrations, and approximately 60,000 employees.

Barrett was sworn in May 31, 2006, by then Transportation Secretary Norman Y. Mineta as the first administrator of the Pipeline and Hazardous Materials Safety Administration (PHMSA). The PHMSA Administrator is the agency's Chief Executive Officer and advises the Secretary on all matters falling within PHMSA's jurisdiction. The Administrator directs the agency's national program for protecting against risks to life and property inherent in the transportation of hazardous materials in commerce and the transportation of liquid, natural gas, petroleum, and other hazardous liquids by pipeline.

Michael L. Brown

Deputy Secretary for Public Safety

Business, Transportation, and Housing Agency

Mike Brown is currently the Deputy Secretary for Public Safety at California's Business, Transportation, and Housing Agency. As such, he advises the Agency Secretary and the Administration on public safety issues involving the Agency and its departments. He has worked on the state's strategic highway safety plans, emergency planning, homeland security, goods movement activities and other issues in this capacity.

Prior to this assignment, Brown served as the Commissioner of the California Highway Patrol (CHP) where he was responsible for the operations of one of the largest law enforcement agencies in the nation for over three years.

Brown has participated in a number of state and national task forces on such issues as police pursuits, homeland security, traffic safety, emergency planning, enforcement technology, and federal transportation issues. He has also served as an associate professor at California State University, Sacramento.

Brown is a graduate of the California State University, Sacramento with a bachelor's degree in Criminal Justice. He has a master's degree in Criminal Justice from California State University, Los Angeles, and one in Management from Cal Poly, Pomona. He is a graduate of the California Peace Officers Standards and Training Command College and the Federal Bureau of Investigation's National Academy and National Executive Institute.

Will Kempton

Director

California Department of Transportation

Appointed by Governor Schwarzenegger in November 2004, Will Kempton is responsible for managing the day-to-day

operations of California's state transportation system, including more than 50,000 lane miles of state highways stretching from Mexico to Oregon and from the Pacific Ocean to Nevada and Arizona.

As leader of Caltrans, Kempton oversees an annual operating budget of more than \$13.8 billion, 22,000 employees, and \$10 billion worth of transportation improvements under construction.

Kempton began his career in transportation with Caltrans in 1973. He held management positions in the area of finance and the director's office prior to being appointed as Assistant Director in charge of Legislative and Congressional affairs. In these positions, Kempton developed a broad understanding of transportation programs and policies at all levels of government. He is particularly knowledgeable in the area of transportation finance and legislative point of view.

Joe Farrow

Commissioner

California Highway Patrol

Governor Schwarzenegger appointed Joseph A. Farrow as commissioner of the California Highway Patrol (CHP) effective March 1, 2008.

Farrow joined the CHP in 1979. He has held every rank from cadet to assistant commissioner. He has served as deputy commissioner since November 2004. As deputy commissioner, he assisted the commissioner in commanding over 10,000 employees, uniformed and non-uniformed. The department's operations are located in eight field divisions, 100 area commands, 16 commercial vehicle inspection facilities, six communications centers and seven headquarters divisions, in addition to executive staff. Farrow has also served as assistant commissioner, where he oversaw the fiscal, administrative and support functions of the department. He also headed the information management and departmental affairs divisions and served as commander of the Hayward Area office and the CHP's legislative office.

Prior to entering the CHP, Farrow served as an officer from 1978 to 1979 with the Pacific Grove Police Department. He is a graduate of the Federal Bureau of Investigation National Academy and the Peace Officer Standards and Training Law Enforcement Command College. He is a member of the International Association of Chiefs of Police, the California Peace Officers' Association and the Asian Peace Officers' Association.

George Valverde

Director

Department of Motor Vehicles

Governor Schwarzenegger appointed George Valverde as Director of the Department of Motor Vehicles (DMV) on March 23, 2006.

Valverde has been in public service for more than 30 years, focusing on operations and budget issues. He is committed to building on the department's recent successes in streamlining operations and creating a more customer friendly DMV.

Prior to his DMV appointment, he served as Undersecretary of the State and Consumer Services Agency since 2004 and was previously Deputy Secretary for Fiscal Operations from 1995 to 2003. Valverde also served at the Department of Finance as an assistant program budget manager in the Capitol Outlay Unit from 1990 to 1995; principal budget analyst from 1985 to 1990; and as a budget analyst from 1981 to 1985.

Valverde earned a masters degree in Public Administration and his undergraduate degree from the University of California, Riverside. He has also attended the Harvard University's John F. Kennedy School of Government for Senior Executives in State and Local Government.

Mark B Horton, MD, MSPH
Director
California Department of Public Health

In April 2007, Governor Schwarzenegger appointed Dr. Horton as Director of the newly formed California Department of Public Health, effective July 1, 2007.

Dr. Horton is a physician and public health official with over ten years' experience directing state and local public health agencies and served for six years as the Health Officer of Orange County. For more than five years, Dr. Horton served as State Public Health Officer for the State of Nebraska.

With a strong background in local public health programs and clinical practice, Dr. Horton has been a leader within the public health community. He has served on the executive committees of both the California Conference of Local Health Officers and the National Association of County and City Health Officers.

Dr. Horton received his medical doctorate from St. Louis University and his Master of Public Health from the University of North Carolina. He was a diplomat of the American Board of Pediatrics.

Dan Smiley
Interim Director
California Emergency Medical Services Authority

Dan Smiley currently serves as the interim director for the California EMS Authority, having previously held the position of chief deputy director for the EMS Authority.

Prior to this, he twice held the role of Interim Director of the California EMS Authority. Other positions have included chief of emergency medical services for the County of Fresno Health Department and reserve deputy sheriff with the Merced County Sheriff's Department.

Smiley has been involved in emergency medical services since 1974 and has worked as an EMT and paramedic.

Chris J. Murphy
Director
Office of Traffic Safety,
Governor's Highway Safety Association

Christopher J. Murphy was appointed director of the California Office of Traffic Safety (OTS) and the Governor's Highway Safety Representative for the State of California by Governor Arnold Schwarzenegger in 2005. Murphy is responsible for administering the California Traffic Safety Program, which includes planning for programs to reduce the number of victims killed and injured in traffic crashes. As director of OTS, Murphy oversees its day-to-day operations and is responsible for the administration, distribution and management of over \$70 million in traffic safety grants annually.

Murphy is also the current chairman of the Governors Highway Safety Association, the nonprofit association representing the highway safety program managers of the states and territories. The Association plays a key role in the development of national highway safety policy.

Having been active in the traffic safety community for over 20 years, Murphy is also a member of the Governor's Alcohol Policy

Council, California Older Driver Task Force, California Illegal Street Racing Task Force, the AASHTO Highway Transportation Safety Committee on Safety Management, and is co-leader of California's Strategic Highway Safety Implementation Plan.

Jeffrey Lindley

Associate Administrator for Safety
Federal Highway Administration

In April 2006, Jeffrey A. Lindley was named associate administrator for safety for the Federal Highway Administration (FHWA). In this capacity, he oversees the development and delivery of FHWA policies and programs designed to improve highway safety. Immediately prior to this appointment, he served as director of the FHWA Office of Transportation Management.

Lindley's previous roles with the FHWA include research engineer, branch chief and deputy director. He has also served as administrator for the FHWA California Division, where he led the delivery of the nation's largest Federal-aid highway program.

Prior to joining the FHWA, he held transportation engineering positions in the private sector and with the U.S. Air Force.

Lindley earned a Bachelor's degree in civil engineering and a Master's degree in Transportation Engineering.

Federico Vaca, MD, MPH, FACEP

Executive Director
University of California, Irvine School of Medicine
Center for Trauma and Injury Prevention Research

Dr. Vaca is an Associate Professor of Clinical Emergency Medicine at University of California, Irvine – School of Medicine and a Fellow of the American College of Emergency Medicine Physicians. He served as a Medical Fellow at the National Highway Traffic Safety Administration in Washington, D.C. from 2000 to 2002.

Currently, Dr. Vaca is the Director of the University of California, Irvine- School of Medicine, Center for Trauma and Injury Prevention Research. He continues to study the role of Latino culture in traffic safety issues and disparities in traumatic injury. He has served on several national expert panels organized by the National Academies of Science, Center for Disease Control and Prevention, National Association of Injury Control Research Centers and the State and Territorial Injury Prevention Directors Association.

Peter Rei

Director of Public Works
County of Tuolumne

Peter Rei's current duties for Public Works include responsibility for 607 miles of county road, with 61 staff employed with all aspects of roadway management including maintenance, traffic engineering, capital project engineering, development review, transit system management, county surveyor activities and solid waste disposal and illegal dumping.

Prior to his current role, Rei served as deputy director of public works for the County of Humboldt and worked in the private sector as a civil engineer and land surveyor.

Rei earned Bachelor's degrees in geography from Humboldt State University and in civil engineering from Chico State University. He holds professional registration as a civil engineer and is a licensed land surveyor.

John Lower

**Traffic and Transportation Manager
City of Anaheim**

As Traffic and Transportation Manager, John Lower promotes traffic safety through conditions placed on new development for traffic mitigation. He also oversees operations of a Traffic Management Center using Intelligent Transportation Systems to promote stable and safe traffic flow.

Prior to his current role, Lower worked in the private sector as a traffic consultant. In this capacity, he focused on traffic safety audits, traffic calming, and project-level traffic impact studies.

Lower is a member of the American Institute of Certified Planners, a Fellow of the Institute of Transportation Engineers (ITE), an ITE-certified Professional Transportation Planner, and a Board member of the California chapter of the Intelligent Transportation Society of America.

Rich Armstrong

**Public Relations Specialist
Brown Strauss Steel**

Rich Armstrong has worked in public relations for heavy structural steel products in Northern California and parts of Nevada for the last 22 years, now representing Brown-Strauss Steel. Previous to that he worked 14 years for Southern Pacific Railroad at their corporate office in San Francisco and three years as a fireman in Roseville, California.

Armstrong suffered multiple life threatening injuries in September of 2006 from a motorcycle versus auto crash when he was 53 years old, which left him as a paraplegic. He has been able to return to his work in public relations and has determined to work as a safety advocate, with an emphasis in highway safety education. As such, Rich has already been involved in the latest CHP movie for motorcycle safety.

Steve Lerwill

**Assistant Chief
California Highway Patrol**

In January 2006, Steve Lerwill was named assistant division commander in the California Highway Patrol's (CHP) Planning & Analysis Division. He is responsible for coordinating the department's planning, research, and analyses functions with executive staff and headquarters divisions. He also oversees and evaluates technology, programs and policies to ensure the operational efficiency of the department.

Prior to this position, Lerwill served as the commander of the Stockton Area in San Joaquin County, as the field operations officer in the South Sacramento and Merced Areas, and as the commander of the Stanislaus County Auto Theft Task Force (STANCATT).

Lerwill holds a Bachelor's degree from California State University, Sacramento. He has been a member of the CHP for 29 years. He is a member of the California Peace Officers Association, the International Association of Chiefs of Police, the California Association of Highway Patrolman, the California Narcotic Officers Association (Life Member) and the Western States Auto Theft Investigators Association.

Pat Minturn

Director

Shasta County Public Works

For the last seven years, Pat Minturn has been the Shasta County Public Works director. He serves in several capacities within this role. As the county road commissioner, he oversees the planning, design, construction, and maintenance of more than 1200 miles of suburban and rural roadways, as well as manages buildings, parks, landfills, airports and water/wastewater systems. As the county surveyor, he supervises the review of land development maps. He also acts as chief engineer of the Shasta County Water Agency.

Minturn holds Master's degrees in civil engineering and public administration and a Bachelor's degree in civil and environmental engineering. He holds professional registration as a civil engineer and is a licensed land surveyor and certified planner.

Jasvinderjit (Jesse) S. Bhullar

State Highway Safety Engineer

California Department of Transportation

Jesse Bhullar is currently a State Highway Safety Engineer for the California Department of Transportation's Division of Traffic Operations. In this capacity, Bhullar leads the development of California's Strategic Highway Safety Plan (SHSP) as required by the SAFETEA-LU Legislation. This entails identifying California's key safety needs and guiding investment decisions to achieve significant reductions in fatalities and injuries on all public roads in California.

Prior to this assignment, Bhullar was the chief of the Office of Traffic Safety Program for Caltrans. He managed the department's Traffic Safety Program with the goal being to reduce the number and/or severity of collisions. Bhullar directed the management of Department Highway Safety Improvement Program and developed and updated the Department's Highway Safety Program Guidelines, Chapter 7 of the Traffic Manual, and traffic safety devices sections of the highway design manual.

In 2007, Bhullar received the prestigious Karl Moskowitz award, which recognizes contributions by Caltrans-registered engineers to the field of transportation engineering. In 2005, he received the national 2005 Roadway Safety Award for Caltrans by leading the effort on the Run Off Road task force's innovative approach to improved highway safety and design to minimize traffic fatalities on the road.

Bhullar earned his Bachelor of Science in Civil Engineering from Punjab University, India. He is a licensed civil engineer and a licensed traffic engineer in California.